THE TRAVANCORE SRI MULAM ASSEMBLY.

(OFFICIAL REPORT.)

FIRST ASSEMBLY.

NINTH SESSION.

Monday, the 23rd November 1936/8th Vrischikam 1112.

The Assembly met again in the Victoria Jubilee Town Hall at Eleven of the Clock, with the President in the Chair.

QUESTIONS AND ANSWERS.

Police Out-post at Vamanapuram.

83. *MR. S. J. NAIR (Nedumangad): Will the Government be pleased to state:

(a) the area and population of the Vamanapuram, Nellanadu and Pullampara *pakuthies* in the Nedumangad taluk;

(b) how many crimes were registered in the Nedumangad Police Station, that occurred in the jurisdiction of the above Police Station in 1108, 1109, 1110 and up to the end of Kumbham 1111 M. E.;

(c) how many of the above crimes registered are for offences that tookplace in the Vamanapuram, Nellanadu and Pullampara *pakuthies*;

(d) how many private complaints have been filed in the Nedumangad Magistrate's Court in 1108, 1109, 1110 and up to the end of Kumbham 1111 M. E.; and

(e) how many of them are the cases of the Vamanapuram, Nellanadu and Pullampara *pakuthies*?

MR. R. PITCHU AIYANGAR *(Commissioner of Police)*:

		Area.	*Population.*
(a)	Vamanapuram ...	29.71 sq. miles	14,001
	Nellanadu ...	7.12 Do.	6,638
	Pullampara ...	13.74 Do.	7,278

(b)

1108	1109	1110	1111 (up to Kumbham 1111)
77	84	82	58

(c)

	1108	1109	1110	1111 (up to the end of Kumbham 1111.)
Vamanapuram	9	9	8	6
Nellanadu	4	4	3	2
Pullampara	2	1	1	1

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[Mr. R. Pitchu Aiyangar.]

(*d*)

1108	1109	1110	1111 (up to the end of Kumbham 1111)
315	318	197	99

(*e*)

	1108	1109	1110	1111 (up to the end of Kumbham 1111).
Vamanapuram	22	24	15	11
Nellanadu	8	10	9	2
Pullampara	14	14	10	3

MR. S. J. NAIR (*Nedumangad*): In view of the number of cases given in the answer, may I know the reason for not converting the out-post at Vamanapuram into a charging station?

MR. R. PITCHU AIYANGAR (*Commissioner of Police*): There are not many cases justifying the conversion of the out-post into a charging station.

The Karipoor trace.

84. ✱**MR. S. J. NAIR** (*Nedumangad*): Will the Government be pleased to state:

(*a*) the whole distance of the Karipoor trace;

(*b*) how many sections there are for the above trace;

(*c*) how many miles were converted into a cart-road;

(*d*) the work of what section of the trace is completed;

(*e*) when it was completed;

(*f*) whether there is a small bridge or a big culvert very near the existing bridge in the road;

(*g*) whether there is maintenance allotment for the completed portion of the trace;

(*h*) what is the amount per mile;

(*i*) whether the road is being maintained; and

(*j*) whether they are aware that the small bridge or big culvert is in a dangerous condition?

MR. G. B. E. TRUSCOTT (*Chief Engineer, Roads, Buildings and Irrigation*): (*a*) $3\frac{1}{2}$ miles.

(*b*) 2 sections.

(*c*) $1\frac{1}{2}$ miles.

(*d*) 1st section.

(*e*) In 1110.

(*f*) A small temporary bridge.

(*g*) Yes.

(*h*) Rs. 20.

(*i*) Yes.

(*j*) It is decayed.

MR. S. J. NAIR (*Nedumangad*): With reference to answer to part (*f*) may I know why a permanent bridge was not constructed when the road was completed?

MR. G. B. E. TRUSCOTT (*Chief Engineer, Roads, Buildings and Irrigation*): For want of funds.

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